PROCEEDINGS OF CONGRESS

The Senate Discusses Important Topics. Including the Louisiana Election,

Purchasing of Bonds, and the Operation of the Interstate-Commerce Law-Continuation of the Tariff Debate in the House.

Washington, June 12 -Mr. Chandler offered a resolution referring the credentials of Senator Gibson, of Louisians, for his new term, to the sommittee on privileges and elections, and instructing that committee to inquire into all the facts of the sepatorial election, and to ascertain, and report whether or not, at the recent State election in Lonisiana, which included the election of the State Legislature, the 136,746 votes returned for the candidate of the dominant party for Governor were actually cast, in view of the fact that at no previous election had the votes for the candidate of such party exceeded 88,794; and why in the parish of Madison 3,530 votes were cast for one party and none for the other; in East Felicians, 2,276 to 5; in Morehouse, 1,584 to 14; in Ouachita, 2,994 to 5; in Sabine, 1,441 to 2; in Tensas, 4,627 to 113-with similar returns from other parishes; also to assertain and report whether or not, at such State election, there was any violence, intimidation or fraud, that prevented a fair election, and whether false returns were made and counted. In case the committee shall conclude that there were illegalities, frauds, false cauvasces and false returns, so extensive and systematic in their character as to show a deliberate plan to carry the election, without regard to the votes actually east, and to choose Governor, State offices and State Legislature by such illegal, false and fraudulent means, then the committee is instructed to proceed further, and inquire and report whether the Legislature was actually and duly elected by the people of Louisiana, or was, in fact, solely the creation of the returning and canvassing officers, and whether the State of Louisiana had, on the 22d of May, 1888-the day of Senator Gibson's election-a republican form of government, including a Legislature, entitled to choose United States

The resolution offered yesterday by Mr. Stewart, calling on the Secretary of the Treasury for a statement of the offers and purchases of bonds since April, 1883, with the names, etc., was taken up and discussed by Mr. Cockrell, he having moved to amend my striking out the

Mr. Stewart argued against the amendment. He expressed the belief that some persons had secret advantage in the matter, that they "dealt from the bottom" all the time; that they "stocked the cards," and he wanted to know who these "secret partners of the government

Mr. Beck thought that the amendment to strike out the names was eminently proper. The statement called for, without giving names, would show whether bids were made at any lower rates than were actually paid for bonds. Mr. Stewart asked whether Mr. Beck supposed that the Treasury books would not show everything to be regular. Did he not know it to be possible to have the word passed around that some individual had the ear of the Secretary, and the bonds should be offered through him? The people had a right to know with whom the government was dealing.

Mr. Beck said that the Senator from Nevada would not rise and say that he believed, or had any reason to believe, that the Secretary of the Treasury had refused any bid that was oneeighth, or one-tenth, or one-hundredth part of I per cent. lower than he actually paid. The Senator would not avow that. It was not true. Therefore, no good could come of publishing the names; nothing but evil would come of it, because men would be deterred from making offers of bonds in their own names, and would have recourse to brokers, thus adding to the cost.

Mr. Stewart said he did not want to expose

there existed a "money trust with the govern-Mr. Cockrell modified his amendment so as (after "names") to insert the words, "other than

anybody's hand, but he wanted to know whether

rivate persons. Mr. George asked Mr. Stewart whether he any information on which he relied that any lower bid had been rejected and any higher Mr. Stewart-None whatever. That is the

nformation I want. If I had the information would not be offering this resolution. Mr. Cockrell said the Senator from Nevada would not dare to charge misconduct on the Sec Mr. Stewart-I will say this: That the last

tampaign was run on the issue of opening the books: and now that they are open, I want to keep them open.

Air. Cockred-That is a very pitiful subterfuge in answer to a direct question. The Sena-tor from Nevada has been attempting, by indirect means-means unworthy of a Senator-to cast insinuations without having the manhood or courage to make a direct charge. Every but of the information which the resolution calls for is published in the newspapers every day, and he knows it. It is nothing but a morbid curiosity that would ask for the publication of names. It seems to me that the whole process ie in the interests of corporations and trusts, and that the whole object of the resolution is to bring before the bondholders the names and dresses of the great corporations and trusts that are offering bonds to the government, so that individuals may send their bonds to them. This resolution is not in the interest of the honest people of the country who may have small smount of bonds to offer to the government; but it is in the interest of the corporations and trusts, and monopolies; it is a cheap way of adver-Associated Press. I should think that they

good round sum to the campaign fund. Mr. Stewart said that when he offered the resolution he had no suspicion that there was anything to be covered up, but his faith had teen shaken by the vehemence with which the Senator from Missouri was attempting to concoal the facts. Where there was so much smoke there must be some fire. Mr. Call argued that the resolution was an in-

could afford to pay a round sum of money for

they were called upon, they would contribute a

the passage of this resolution, and, doubtless, if

direct reflection on the high character of the Seretary of the Treasury, and that it could have

no practical use.

Mr. Gorman deprecated the introduction of party politics on such a subject, and complimented Senator Sherman for his remarks yesterday, and for his having aided in the legisla-tion authorizing the purchase of bonds. He regretted that the subject had been brought in as a foot-ball to be kicked around, with a desire to embarrass the Treasury Department, and to bring about financial disaster before the presidential election. If any investigation were required in the matter, it should be made by a committee of the Senate, a body organized in opposition to the administration. He therefore moved the reference of the resolution to the sommittee on finance.

Mr. Stewart said he did not want it referred to that committee, because he did not want the resolution to be killed. The resolution went over, without action, till

The appropriation bill for the Department of Agriculture was reported from the committee on appropriations and placed on the calendar. On motion of Mr. Cullom the bill to amend he interstate-commerce law was taken up, and Mr. Cullom proceeded to address the Senate in explanation and advocacy of it. The passage of that act, he said, had marked a new era in the management of the railway business of the United States. One of the immediate effects of the law had been the abandonment of all pools by the carriers; but the associations through which the pooling had been carried on had been renrganized and continued under various memberships to carry out their objects, such as the making of regulations for the interchange of traffic; the arrangement of classifications, the making of joint rates, and numerous other matters of detail. But it was the general belief that the division of business and the diversion of freights which had been the most objectionable features of the pooling system had ceased entirely, and that places which had been formerly held in thraidom by the pools had, since the passage of the act, enjoyed the advantage of competition between rival lines. The pooling and short-haul sections had together been effective in relieving the smaller cities which formerly suffered most from the blight-ing domination of the railroad pools, the existing traffic associations till managed to control rates on certan ses of important traffic as arbitrarily as in classes of important traffic as arbitrarily as in the paimiest days of the old pooling system.

Caree were pending before the commission which involved these questions, and which might result in breaking up the arbitrary control still exercised by the trunk lines over certain important classes of traffic. If they did not it would be necessary for Congress to prompt the pooling section so as to prohibit combinations among carriers to control traffic.

Another noticeable effect of the law had been the immediate termination of a vast number of

which called forth an indignant declaration special freight contracts under which rebates and drawbacks had been paid favored shippers.
Prominent among the evils complained of before
the passage of the interstate-commerce act had from Mr. Kelley that he did not propose to be lectured while he was performing a duty to which he had been assigned by the Chair, even by so distinguished a gentleman as the gentlebeen, the secret cutting of rates, the sudden fluctuation of rates and the prevailing system of special rates. These evils had not yet been entirely abolished; but the provision of law making it unlawful for a carrier to charge more or

man from Arkansas.

Mr. Kelley further said that the gentleman [Mr. Scott] who had objected to his request had been absent at the Democratic convention, while the usage had been established in the committee allowing a member to withdraw one amendment to make way for another. Mr. Breekinridge-It was, as the gentleman very well understood, done only on unanimous

ing it unlawful for a carrier to charge more or less than its schedule rates, had very largely put an end to secret rate-cutting. The changes which the law had wrought in that particular were very noteworthy and exceedingly satisfactory to business men and manufacturers, and, indeed, to all shippers. In regard to the transportation of passengers the law had already effected some very important reforms, and had almost completely done away with the evils formerly complained of. Many railroads had discontinued the giving of passes entirely, though most of them issued passes good for transportation within a single State. This practice afforded many opportunities of evading the probi-Mr. Kelley-Again I protest against being lectured by you while I am here in my official character as teller. Mr. Chairman, will you call that gentleman to order? [Applause and

forded many opportunities of evading the probi-

bitions of the interstate act, and the evil could not be effectively dealt with until the State legislatures prohibited the giving of passes good within the respective States. Two cases of dis-

erimination against colored people in the South had been brought before the commissioners,

and in both instances the commissioners had

decided that the accommodations furnished

were upsatisfactory and the treatment of the

colored passengers unjust. Thanks to the in-

terstate-commerce law, the colored people of the South-even if denied their political rights

-could bereafter secure equality of treatment from the railroads at least Mr. Cullom re-

ferred to the payment of commissions as an abuse, and reviewed the cases of discrimination decided by the commission to show what the operations of the law had been in

this respect. In speaking of the cases brought by George Rice against the various Southern

railroads, based on discriminations against him and in favor of the Standard Oil Company, Mr.

Cullom said: "The testimony in these cases showed beyond dispute that the defendant rail-

roads had persistently discriminated against Mr. Rice in every imaginable way; that they had fre-

quently refused to give him information about their rates, and had deceived him as to the rates

when they did name them. In short, the testi-

mony made it evident that the officers of these

roads acted in concert, doing whatever they could to interfere with his business, and the

proceedings in these cases demonstrated the shamless subserviency of the railroads involved

to the contaminating influence of the most un-

scrupulous and unconscionable 'combine' of the

present day—the gigantic Standard Oil Trust."
Mr. Cullom thought that it must be conceded that the law had been of very great value to the people in reducing rates. Prior to April, 1887,

he practice of charging more at intermediate

local points than at more distant competitive

points was universal, and the smaller towns and

cities were being gradually crushed out by rea-

son of the favoritism shown to "commercial

centers" and competing points. When the law

took effect most of the carriers revo-

Intionized the practice in this re-

in accordance with the short-haul principle;

large sections of the country had been favorably

affected by the operations of this section, and

was especially true of western Illinois, Wiscon-

sin, southern Minnesota, western lowa and Missouri, eastern Nebraska and Kansas, north-

ern Vermont and New York, Michigan, Missis-

sippi and many other sections. After having reviewed the effects of the operation of the interstate-commerce law, Mr. Cullom proceeded to explain what was proposed to be effected by the amendments. They, he said, had been suggested by the difficulties encountered in securing a thorough enforcement of the law, and

were intended to strengthen it and bring

about a more strict observance of its

requirements. They would, if incor-porated in the existing law, add greatly to its effectiveness. One of them was to require a

three days' notice of the reduction of the rates.

claimed that this would lessen the operation of

Another amendment proposed was to extend the penalty for unlawful discriminations to imprison-

ment, as well as to fines. Another amendment

was directed against the practice known as under-

one classification were entered under a lower

classification. The practice had increased enormously since the interstate-commerce act

took effect, and was as clearly uniawful as the

payment of rebates, or as discrimination by another device. Petitions and memorials against

the evil had been sent to the Senate and re-

ferred to the committee on interstate com-merce, from commercial bodies in Peoria, Chi-cago, St. Louis, Philadelphia, New York, Buf-falo, Boston, Toledo, Memphis and Savannah, and one from New York business men selling

over \$250,000,000 worth of goods annually. Most

of the other amendments, he said, were purely

In conclusion, Mr. Cullom said: "There is no business question in which the people of the country have a deeper interest, for the reason that there is none which bears more directly up-

on their financial prosperity. Cheap transporta-

two great demands of the times, and the Nation

will fail of its duty if it does not do what it can

to secure both to the people. The best possible conditions must surround our internal com

merce and we must give the people the best

possible advantages whenever we can, in reaching whatever market may be open to them in

any of the nations. The Constitution imposes

the duty upon us, as a Congress, of regulating commerce among the several States and with foreign nations. Let us do both in the interest

of the people, without fear or favor; fearing not

to do right by all, whether engaged in one pur-

suit or another, favoring none, whether clothed with corporate power or in the common walks

A message from the President was received,

returning, without his approval, a pension bill.

on the ground that the beneficiary had received

no injury in the army. Referred to the commit-

tee on pensions. Also, another message, return-

ing, without his approval, a bill relieving a gov-

ernment contractor for an indebtedness of

\$1,042, incurred by a non-fulfillment of the con-

tract. Referred to the committee on military

The Senate then proceeded to consideration of

the fortifications appropriation bill, and was ad-

defenses. The bill went over without action.

and the District of Columbia appropriation bill

was taken up; it also went over without action,

The Discussion of the Mills Bill.

tucky, called up as the regular order of busi

ness the resolution reported yesterday from the

committee on postoffices, calling on the Post-

master-general for a tabulated statement of the

disallowed postmasters' claims presented from

the State of Kentucky under the act of March

3, 1883. The report on the resolution is an ad-

verse one, and the recommendation is that it lie

upon the table. The minority of the committee,

however, filed a report in favor of the resolution,

with the recommendation that the words "from

the State of Kentucky" be stricken out, and the

resolution be made general. After a debate

which consumed two anda half hours' time, the

majority report was agreed to, and the resolu-

Mr. Crisp, of Georgia, called up the report of

the committee on elections and privileges on the

contested election case of Frank vs. Glover,

from the Ninth congressional district of

affirming the right of Mr. Glover, the sitting

member, to the seat, was adopted without di-

Mr. Johnston, of Indiana, called up the con-

tested election case of Lynch vs. Vanderver.

from the Sixth congressional district of Cali-

fornia, and the resolution in favor of the sitting

The House then went into committee of the

whole-Mr. Springer, of Illinois, in the chair-

Mr. Bynum, of Indiana, moved to strike from

the free-list, flax, backled, known as dressed

Mr. Keiley, of Pennsylvania, moved to strike

from the free list, hemp, manilla and other like

Mr. Kelley, of Pennsylvania, moved to strike

from the free list jute butts. He sent to the

clerk's desk, and had read, a report from the

Agricultural Department on the subject of jute production. Before the reading was completed,

Mr. Kelley's time expired, and he asked to with-draw the amendment, and to offer a formal

amendment to strike out the last word, in order

that he might obtain time to have the reading

Mr. Scott, of Pennsylvania, inquired whether

it was in order for the gentleman to withdraw

The question recurring on Mr. Kelley's mo-tion to strike out jute butts, the Republicans refrained from voting, and left the committee

without a quorum. A call of the committee was ordered, and 209 members responded. Then Mr. Kelley and Mr. Scott were appointed tellers to count the vote upon Mr. Kelley's motion, but the count progressed slowly, owing to the refusal of the Republicans to vote. During the progress of the count Mr. Breckinridge, of

Arkaneae, made a remark reflecting upon the action of the Republicans in flibustering.

member was adopted without division.

substitutes for homp. Lost-54 to 76.

on the tariff bill.

linen. Agreed to.

Missouri, and the accompanying resolution,

WASHINGTON, June 12 -Mr. Taulbee, of Ken-

and the Senate adjourned.

dressed by Mr. Dolph on the subject of coast

affairs.

formal and explained themselves.

had received lower rates than ever before. This

tariffs

Mr. Scott said he was willing that material amendments should be fully and fairly discussed, but when amendments of a dilatory character were offered, he would object to their withdrawal, and he would stay here until the 4th of March and vote upon them. [Applause.] Mr. Reed, of Maine, suggested that the gentleman having been absent at the convention, was lacking in knowledge as to what had been going on in committee. The gentleman said that he was opposed to formal amendments for purposes of delay. There never had been any such amendments made, nor was the purpose of any formal amendment to cause delay, but for bona fide discussion. There had never been any attempt to induce men to talk, nor any disposition manifested to cause any unnecessary discussion. It had all been as spontaneous as the action of the last Pennsylvania convention.

Mr. Breekinridge, of Arkansas, inquired whether the gentleman from Pennsylvania [Mr.

Kelley] was willing that it should go out to the country that the Republicans were filibustering against the bill. Mr. Kelley expressed his willingness that the country should know that he was resisting an

attempted tyranny. The vote then proceeded, but no quorum voted, and another roll call was ordered. A quorum having appeared, Mr. Scott attempted to state his view of the situation, but he was met with cries of "Regular order" from the Republican side.

Mr. Kelley said that while the gentleman [Mr. Scott | was absent, great courtesy had prevailed in the committee in regard to the offering of amendments on the other side. When he [Mr. Kelley] had arisen to make a request, the gensleman [Mr. Scott] had arisen and silenced him as dictatorially as if the Keifer gag law was already enacted.

Some warmth was shown throughout, but by earnest efforts made by the chairman and Mr. Cannon, of Illinois, and Mr. McMillin, of Tennessee, good nature was again restored and the floor was accorded to Mr. Scott, who discinimed | reply: any intention of being factious in his objection to the withdrawal of Mr. Kelley's motion. Bu when formal amendments were made, simply for the purpose of delay, he believed it to be his duty, in the interest of the men of the country whose interests were more or less jeopardized, even by the discussion of the bill, to endeavor to secure a vote upon the measure, so that the business men of the country would know what they had to do in order to manage their affairs. He had no other object in view, because, as a business man himself, he knew that, whether this bill might be for the best interest of the country, if it should pass, or whether it might be detrimental to the best interests of the country, during its agitation no merchant, no manufacturer, no business man could tell from one day to another day what he could do or what he ought to do in order to manage his business. [Applause on the Republican side.] He believed that both parties could meet the issue involved in the bill. The Republicans could meet it by saying that they had done nothing to obstruct it, and then, if it did not pass, they could hold the majority respon-sible for the failure.

Mr. Kelley then offered his formal amend-At present there was no notice required for a reduction, but only of an advance of rates. He ment to strike out the last word, and he protested that he had offered no amendment during the ten or twelve days of discussion from evading the law by giving favored shippers secret notice of the intention of reductions, and would result in greater stability of rates. any other than a creditable and patriotic motive. He had the right to infer that if the gentleman had been in his seat during the last few days, he would not have assumed that his [Mr. Kelley's] purposes were not frank and patriotic. He withdrew his formal amendment, and his motion to strike jute butts from the free list was billing, by which goods which should come under

The committee rose and the House adjourned.

BLAINE'S FUTURE PLANS. He Intends to Make Campaign Speeches an

Have a Pleasant Winter. Washington Special to Philadelphia Press. Mr. Blaine's refusal to become a presidential candidate again is doubtless largely due to the influence of his wife. Since the campaign of '84 which seems-so the members of the family say -like a nightmare to her, and whose prostrating effect she felt far more than Blaine did, Mrs. Blaine has had but one mind about a repetition of that experience. She regards it with horror, and has used her all-persuading influence with her husband to expel any lingering longing to make the battle from his mind.

Then there is another reason. Mr. Blaine bas discovered the exquisite delights of a life of leisure to a cultivated man, with opportunities to gratify the tastes of culture. The exhibitating and stimulating sense of power which is the reward of political achievement and the motive which impels to political success, has in his case entirely yielded to the keener, subtler, supreme relish that is to be found in books, congenial companionship, in the stage, of which he is passionately fond, and in the absolute independence of private life and station, with the resources of wealth at command.

It is possible also here to give some suggestion of Mr. Blaine's plans for the future. First of all, he intends to take an active part in the Republican campaign. He has told his family of life. Equality of rights is the watchword of this country, and it applies as well to business the excitement, unattended by personal worry transactions as to the right to be free or the the campaign will do him good, and he is really enthusiastic over the prospect of delivering some addresses on the issue of the canvass and in support of his favorite doctrine of protection for its own sake. It is quite likely that Mr. Blaine will, after the canvass, spend the winter either in New York or Washington. He is fond of the championship of men of wit, culture and achievement, and this he could not obtain in Augusta. He is also an intense lover of the theater, and especially of opera. In Europe he has always been on the alert for the best that the theater had to offer, and of his visitors he always asks what they regard the reigning attraction.

Mr. J. S. Clarkson, a prominent newspaper man of Des Moines, Ia., who was recently in New York, tells this amusing story about Blame, which has never yet appeared in print. Some years ago there was a railroad accident near Des Moines, by which travel was delayed several days. Among the passengers who were compelled to lay over was Mr. Blaine. Being on friendly terms with the Clarksons, he at once repaired to their house, evidently determined to get as much fun out of his visit as possible. "Now," he says to Mrs. Clarkson. as he threw aside his greatcoat and rubbed his bands gleefully, "bring out your old songs and let's have a go at them off hand. Don't be afraid to put in all the oldfashioned buckwheat notes." The day was spent in riotous amusement, such as school children on a vacation might be expected to indulge in. After they, had sang themselves hoarse, Mr. Blaine suggested a whistling match, and, turning the backs of their chairs to each other, they began to whistle different tunes with more zest than melody. He is a good whistler and easily carried off the honors. Now he looks forward to a winter in which he can have a surfett of theatrical pleasure, with plenty of good comic opera. Reports have been circulated that he intends to write another book;

that he has said nothing to his family about it. The Third Party and Its Purpose.

but if he has any such notion it is yet so misty

Boston Journal. We are glad to have the third-party leaders come out from cover and avow their real motives. We reckon it a good thing, at least in the interest of truthfulness in politics, that at the Indianapolis convention the evils of intemperance and the arrogance of the saloon power were given a subordinate place, and the enterprice of effecting the destruction of the Republican party was foremost in the utter-ances of the delegates. This, we say, is in the interest of truthful politics. It strips the disguise from the third-party movement. It renders natural and intelligible the alliance between the saloon interests and the third-party leaders. The saloon interests want the Republican party destroyed because it has enacted so many laws hostile to them; the third-party leaders want it destroyed because it is in the way of their ambitions. Why should there not be an alliance between forces which desire the same end! But to lead sincere temperance men astray into such an alliance is quite another thing. Third-party prohibition cannot point to a single line of legislation which the amendment, and, upon the Chair's replying it has enacted. It cannot show a single saloon in the negative, objected to Mr. Kelley's rewho are after results rather than theories, and desire to aid in securing those results, will be likely to support rather than assail the party which makes and enforces effective laws against the saloons.

Many men of Many minds; Many pills of Various kinds.

But for a mild, effective, vegetable purgative, you had better get Pr. Pierce's Pleasant Purgative Pellets They cure sick headsthe billions headache, dizzuess, constipation, indigestion and bilious attacks. 25 conte a vial, by druggle to. AFFAIRS OF THE RAILWAYS.

Shaping Up Matters.

The board of managers of the Union Railway

Company held a meeting, yesterday, to talk over matters generally, and arrange some of the details for the opening of the new station, the assignment of rooms for the officials of the roads who wish to have offices in the upper stories of the Union Station being one of the chief topics of discussion. The Pennsylvania Company want rooms for Superintendent Bennett, of the Indianapolis division of the C., St. L. & P., and for Superintendent Mansfield, of the L & V. The Bee-line people wish room for Superintendent Ewan. The C., L. St. L. & C. would like a room for Superintendent Bender, and the L. D. & W. one for Superintendent Boyd, with their respective assistants. General Manager Henderson, of the Ohio, Indiana & Western, who is one of the board of managers, was present, but is yet undecided whether they will need a room in the building. The rooms in the southcast corner are set apart for the telegraph offices. Thomas Taggart was agreed upon as the best man to take charge of the depot restaurant, and it is stated that he will take it at the board of managers' solicitation. From the manner in which the work is now progressing, the managers feel quite confident that the Union Station proper will be ready for occupancy by Aug. 1, and possibly sooner. An effort is to be made to induce the express companies to take as their depot office a part of the lower floor of the Sherman House, which the company contemplate remodeling for railroad and express offices. All the roads centering here were represented at the meeting except the C., H. & I., the L. E. & W. and the L., N. A. & C., all of which have been invited to become mem bers of the company and to be equally interested in the management of the Union Railway Company's affairs. The viaduct question was dis cussed, but no definite action was taken. Work however, has really begun on the improvement as the Union Railway Company is using the brick, stone and dirt that accumulates, as the old depot is torn down, in making the fill on the south side of the Union tracks.

A New Trunk Line. NEW YORK, June 12 - There have been a good many inquiries lately about a new railroad project to run between New York and Chicago, known as the Mahoning & Pennsylvania, or. Western Railroad." To meet these, a gentleman addressed Dr. Norvin Green, who was elected president of the company, recently, a letter of inquiry and received the following

NEW YORK, June 12, 1888. My Dear Sir—Referring to your note of this date, I have been elected president of the New York. Mahoning & Western Bailroad Company, and after some delay in examining the merits of the undertaking and reaching the conclusion that it was a good enterprise, have accepted the position. I believe that the company will have no serious difficulty in raising funds for the early completition of their line of road across the State of Ohio eastward to the Pennsylvania line, near Youngstown, and westward through Indiana as far as Fort Wayne. It is contemplated that this line of road shall form a part of the long projected American Midland Railroad, from New York to Chicago, on the forty-first parallel, and on which much work has been done in various places, and until such through connection shall be completed, the until such through connection shall be completed, the New York, Mahoning & Western, running through a most fertile country, will have choice of numerous connections for both Eastern and Western traffic.

Sincerely yours, The Rate Demoralization.

The oldest passenger men say that they have never before known such a general demoralization of rates as now exists in all directions. There have been times when the rate in one direction would be cut by one or two roads, as in 1881, when the Bee-line sold tickets to New York for \$1. Now, low rates rule in all directions, and daily the situation becomes worse and more far-reaching. The Louisville, New Albany & Chicago, in connection with the Minnesota Southwestern, last night, threw out a sign announcing a \$11.50 round-trip rate to St. Paul and it is expected that some of the more direct lines will to day drop below that figure. The occasion is the holding of the annual convention of commercial travelers, on the 17th inst. The open rate to St. Louis and return is \$4; to Chicago and return \$2.25, and it is said that on Saturday one of the roads will make the rate \$1. Ticket scalpers were yesterday selling tickets to Dallas, Tex., at \$5. Indianapolis to Cincinnati and return the lowest open rate is \$2.50, but there is ample evidence that lower rates are being given. The sharpest reduction which has been made is between Cleveland and Chicago, the round trip rate being \$2-distance 714 miles. A general manager remarked yesterday that the passenger men were now having their fun; shortly heads would begin to drop into the basket and salaries

The Elkhart & Western.

Special to the Indianapolis Journal ELKHART, Ind., June 12.—The directors of the Elkhart & Western Railway Company held a meeting here last night and elected the following officers for the ensuing year: Herbert E. Buckler, of Chicago, president; Hon. J. R. Beardsley, vice-president; C. H. Winchester, president of the First National Bank of this city, treasurer; D. Maxon, auditor; E. C. Bickel, secretary and general manager. The company, excepting the president, who lives in Chicago, is composed of Elkhart's most solid and pushing business men, and the work of construction will be begun at once. Coldwater, Mich., parties are here negotiating to have the road run through their city in going to Jackson,

Train-Dispatchers' Association. LOUISVILLE, June 12-The American Train- NATIONAL SPECIFIC COMPANY, dispatchers' Association assembled at the Louisville Hotel here, at 11 o'clock to-day, for their fifth annual meeting. After brief routine proceedings it was determined to reorganize the association. Adjournment was then had till 4 P. M. President Geo. W. Babbitt, of St Thomas. Ont., was in the chair.

Personal, Local and State Notes. A party of Eastern capitalists are looking over the proposed route of the Vincennes & New Albany road, and if satisfied it is a good investment, will furnish money to build the road. Wm. Morris, master mechanic on the Wabash, has been offered, and will probably accept. the position of superintendent of motive power

of the New York, Mahoning & Western road. The elevator of the Atchison, Topeka & Santa Fe road at Chicago is nearing completion. It will have a capacity of 1.000,000 bushels, and will be one of the best constructed in the conn-

With the opening of the new railway station the telegraph offices of the Western Union and of the railroad companies will be separate, thus avoiding any confusion or delay in sending messages. The Illinois-street tunnel under the Union

tracks is daily becoming more popular as a driveway. It is now so light and airy that it is much preferable to waiting for trains at the grade Eastern men who own the Terre Haute & Peoria road are this week inspecting the proper-

ty, in company with the officers of the road. The stockholders hold their annual meeting in Decatur to-day. The Pennsylvania special, the second day run, took into Pittsburg sixty-four passengers

for New York, ten for Philadelphia, five for Washington and eleven for Pittsburg. Superintendent Turner thinks this a good beginning. The passenger department of the Chesapeake & Ohio road has just got out in book form a work showing the attractions of the line. The scenery on this route makes it one of the most pleasant to be found in this country to travel over in the summer. The Bee-line, this week, will receive eight

miles of very heavy steel rails, which will be placed on the L. & St. L. between Lena and Coal Bluffs. Between these points there are several curves and the trains usually run fast over them, and it was thought advisable to put in a heavier rail. Commissioner Campbell, of the Iowa board,

says that the Railroad Commission has not as yet voted to establish a single rate, but has sent to Commissioner Faithhorn for inspection by himself and managers of the roads in the Northwestern Association, figures before declaring what the rates shall be. Henry S. Ives, G. H. Staynor and James Res, of New York, spent Sunday in Pittsburg. The

Dispatch says: "Ives is a versatile converser on the weather and kindred subjects, but the meaning of his Sabbath visits to Pittsburg remains a mystery, and he does not propose to enlighten public until his scheme is thoroughly Detroit wholesale merchants are taking testimony on the charge which they have made before the interstate commission that the New York Central and Grand Trunk roads discrim-

shipped from that point to the seaboard. The merchants maintain that the rate should be reduced 8 per cent The easerness with which freight men nowadays look after business is aptly illustrated in the fact that the United States encausing tileworks first learned that they had been awarded the contract to furnish the tiling for the new State-house of Colorade through letters received

inate against that city in charges on freight

from freight agents at that point, naming rates at which they would carry the tiling from India-

The Atchison, Toneka & Santa Fe is credited with running the finest trains in the world be-tween Chicago and Kansas City. The Wabash people do not propose to be outdone in this direction and are now getting up two vestibule trains to run between those points which shall excel in elegance and completeness those run on the Santa Fe. The latter run Pullman coaches while the Wabash runs Wagner.

Three months ago the Lake Erie & Western received 300 new cars of very substantial build, and they were marked 40,000 pounds capacity by order of Traffic Manager Parker. Now that they have been in service and got down to their bear ings and running smoothly, they are being restenciled 50,000 pounds capacity, Manager Parker taking this povel method to prevent their being overloaded, trouble from hot boxes, etc.

The Pennsylvania and Vandalia have not yet got their vestibule trains complete. By Monday next sufficient coaches and dining cars are to be ready to make the train vestibule entire. The dining cars will be run between Terre Haute and Columbus, O., only. This will cover the time which the train is on the road between St. Louis & Pittsburg, when meals are wanted. East of Pittsburg dining cars will be again attached to the train.

The Terre Haute & Peoria is making an ex-cellent record in carrying business from Terre Haute to Northwestern points. Last week sev-eral car-loads of blooded horses were shipped over this routs. The train left Terre Haute at 1:40 P. M., reached Decatur at 5:30, a distance of ninety-six miles; here the train was turned over to the Illinois Central road, which ran them from Decatur to Freeport in nine hours and a haif, a distance of 183 miles.

In railroad circles George Daniels, chairman of the Central Traffic Association passenger department, can find no better friends than are the ticket scalpers. They credit him with being instrumental in bringing about their marked prosperity of late. A South Illinois street scalper yesterday remarked to two inquirers: "I cannot do much for you eastward, but if you want to go West, Southwest or Northwest I can give you a cent a mile rate to most any point.

Miscellaneous Items. The Westinghouse air-brake has been adopted on the London, Chatham & Dover railway, in England, and also on the St. Gothard railway, in Switzerland.

The Chicago & Grand Trunk road has acquired the control of the Toledo, Saginaw & Muskegon road, which runs from Muskegon to Ashley, ninety-six miles.

The stockholders of the A., T. & S. F. are drawing some comfort from the fact that the extensions of the Chicago & Rock Island into their territory are not earning fixed charges and operating expenses

Three charges of violation of the interstate commerce act have been preferred against the Chicago & Northwestern road-two of them for a violation of the law in giving lower rates to one passenger than another.

The proposition of the Union Pacific people to build into southern California is attracting a good deal of attention. It is proposed to extend the Utah Central from Frisco, U. T., south along the base of the Snake mountains to St. George, at the head of the Virginia river, thence down the Mahone valley to San Bernardine, with a branch to Los Angeles.

With each month the statements of the Chicago, Burlington & Northern grow worse. The first three months of the year the read barely paid operating expenses; now the April report comes, showing a deficit of nearly \$3,000 in paying operating expenses. At this rate the C., B. & Q will soon have an opportunity to gather the road in at about their own figures.

The annual report of the Chicago & Rock Island shows larger gross earnings than ever before, and smaller net earnings than in any year since 1880. Within the last eighteen months the capitalization of the company has been increased \$29,164,000. The losses of the Granger roads through rate-cutting the last few months are becoming quite apparent as the annual statements are made.

The lines in the Western and Northwestern freight bureaus are in a worse predicament than ever, now that the Iowa Railroad Commissioners have slashed down rates to a profitiess figure. Managers are beginning to wonder where earnings to pay even operating expenses are to come from. One of the officials of an Iowa road says the courts will be called upon to decide whether railroads have any rights in lows or not.

DIED.

GAUSS—June 11, at 12:15 p. m., Matilda, widow of Charles Gauss, aged sixty-three years. Funeral from the residence, No 8 Fletcher avenue, to-day (Wednesday), at 2 o'clock p. m. Friends invited.

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by the undersigned until 1 o'clock, p. m., on FR!DAY,
June 15, 1888, for furnishing the following classes of
supplies, in such quantities and at such times during
the fiscal year ending June 30, 1889, as the commanding officer of this Arsenal may require, viz.: Rope, forage, iron, leather, lumber, fuel, tools, etc., etc. All
articles will be subjected to a rigid inspection; full
compliance with the specifications will be insisted
upon, and no articles of inferior quality will be accepted. A preference will be given to articles of
domestic production and manufacture, conditions of
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blank form of proposals, and specifications for supplies, with column for prices to be filled in by the
bidder, can be had upon application by mail or in person to the undersigned, and samples of the supplies son to the undersigned, and samples of the supplies can be seen at this Arsenal. Bulders to whom concan be seen at this Arsenal. Bilders to whom contracts are awarded must execute them, and the bonds when necessary, within ten days after their receipt, and no deliveries under any contract entered into will be made before July 1. 1888, nor after June 30, 1889. Awards under this advertisement for furnishing supplies will be made subject to the contingency that funds shall be appropropriated by Congress at its present session for their purchase. The government reserves the right to reject any or all proposals or parts thereof. Envelopes containing proposals should be marked "Proposals for Ordnance Supplies." and addressed to the undersigned. CLIFTON COMLY, Major Ordnance Department, U. S. A., Commanding.

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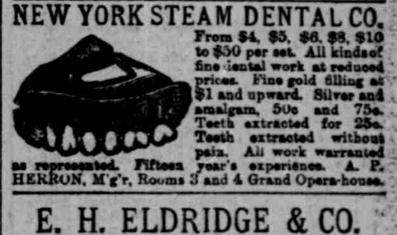
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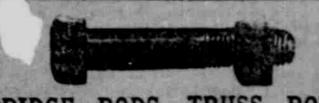


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